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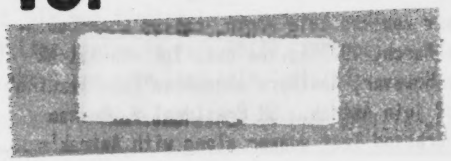

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RAILROADIANA GALORE, timetables, menus, posters, photos, books, brochures, etc. 50¢ for large list. Also specially made heavy clear plastic slip covers for public timetables 4¢ each, free sample available. Tom Coval, 21 East Robin Rd., Holland PA 18966.

PRIVATE CAR CHARTER on restored "San Joaquin Daylight"! Exact date and fares to be determined. Interested parties should write now so that level of participation can be determined. Scott Schiechl, 1361 Bay Street, San Francisco, California 94123.

Wanted! Southern RR operating rules, employees timetables eastern division, photos & slides of early diesels. Photos & slides of SRR EMD E-6, E-7, FT, & Crescent locos. Anything on Southern. Melvin Flannagan, 313 SW 5th Street, Charlottesville, Virginia 22901.

CHESAPEAKE & OHIO HISTORICAL NEWSLETTER is published monthly and contains material of interest to all C&O fans. 16 pages average, 8½x11, glossy photos every month as well as special issues with diagrams, drawings, etc. Historical material, current news, and model sections in each issue. Up to date treatment of C&O/AMTRAK operations and much history of C&O passenger operations. $4.25 per year. Sample copy free. C&O Newsletter, P.O. Box 417, Alderson WV 24910.

CINCINNATI UNION TERMINAL commemorative stamp covers honoring last day of operation, having photo and "Historic Preservation" stamps. Carried on board last train entering, Amtrak 50, "The George Washington." 60¢ each; with CUT validation stamp, 85¢. G. Spindler, 1823 Harvard Blvd., Dayton, Ohio 45406.

SUBSCRIBE TO RAIL TRAVEL NEWSLETTER. One full year, 24 twice-monthly issues, by first class mail, costs only $6. Inquire about overseas postal rates. MESSAGE MEDIA, Dept. RTN, Box 9007, Berkeley CA 94709.

ADVERTISING RATES FOR RAIL TRAVEL NEWSLETTER

Express ads (now 80 characters & spaces per line), up to 3 lines for $1 (minimum); additional lines 35¢ each, 3 for $1. Display ads: full page $10, half page $6, quarter page $3.50. Write: MESSAGE MEDIA, Box 9007, Berkeley, Calif.

25¢

RAIL TRAVEL newsletter

VOL. 2 NO. 20
OCTOBER 16, 1972
#46

OFF-SEASON TRAVEL ON AMTRAK COAST-TO-COAST

ON THE COVER:

When you ride the SAN FRANCISCO ZEPHYR between Denver and Cheyenne, the engines are on the rear, pulling the train backwards, and looking out the rear of the last car you see the sight that author George Hyko photographed here: the back of a trio of Union Pacific engines. George's article on his circle tour of Amtrak this month begins on page 7, and will be concluded in the next issue of RTN.

Urban-Suburban Transit

BART IS IN TROUBLE

A major challenge to the management of BART hit the headlines Nov. 9 when California state legislative analyst A. Alan Post (some call him the man who really runs the state) issued a report highly critical of BART safety.

The report said that BART lacks an adequate backup system for its automatic train control for times when the ATC fails to function. The ATC, designed by Westinghouse, is not supposed to fail, of course, but it has not been tested, the report went on. BART management was criticized for buying the control system without running tests on it (tests were deemed too expensive at the time). Now the question is being asked whether BART will be able to run thru its tube to San Francisco without expensive alterations to provide a backup system. The question of safety came up when a BART train overran the Fremont station Oct. 2 and crashed into a parking lot (see RTN, Sept. 18).

BART officials met with state officials Nov. 21 to present a rebuttal to the state's charges. Sen. James Mills of San Diego, the President of the State Senate and a leading rapid transit supporter, called BART's train control "a Titanic without lifeboats." Post charged that no practical solution for merging one line into another has been devised, as the equipment that senses trains on the line ahead is unreliable. To circumvent this problem, BART has, under state orders, so far been running with station attendants phoning ahead to each station to ascertain whether the track is clear. If the state charges are correct, the opening of the San Francisco line would be further delayed. BART officials denied that the problems are as severe as charged, and said the line to S.F. would not be delayed by the train control issue. It is now due to open in September, 1973.

SPECIAL NOTICE: BIG DOUBLE ISSUE COMING UP!

In order to catch up with our publication schedule, we will publish two big double issues in December, and with the new year the date on the cover should match the actual publication date of RTN. The Nov. 6 and Nov. 20 issues will be combined in one issue to be published early in December, while the Dec. 4 and Dec. 18 issues will be combined into one to appear in the latter part of December. Each double issue will carry just one set of advertising. The newsstand price of each double issue will be 50¢, and each individual issue comprising the double issues will be available later as back copies at 25¢ each. Each double issue will count as two issues on your subscription.

Rail Travel Newsletter, Vol. 2, No. 20 (Whole No. 46), October 16, 1972.
Published twice monthly, on the first and third Mondays, by Message Media,
P. O. Box 9007, Berkeley, California 94709. Subscription $6.00 per year, single copy 25¢.
STAFF: James Russell, Editor; Paul Rayton, Editor at Large; Steve Farrar, East Coast Editor; Doug Ellis, East Coast Photographer.
Projected mailing date for this issue: Nov. 24.

AMTRAK ANNOUNCES INCREASED INCOME FOR THIRD QUARTER OF 1972

Amtrak announced Nov. 16 that revenues for the months July-Sept. had increased 13.2% over the comparable quarter of 1971. In July, revenues went up 9.8%, August 13.4%, and September (the first month after summer peak travel) an amazing 17.5%.

The table at the right breaks down the income by railroad, for the quarter as a whole, in comparison with the 3rd quarter of 1971. Only three railroads showed decreases: SCL (down 4.3%), RF&P (down 12.8%), and IC (down 21.3%). The SCL and RF&P drops were due to decreases in frequency of service on those roads. No explanation was given for the drop on IC's PANAMA LIMITED route.

Penn Central, the largest railroad under Amtrak, showed a gain of 17.5%. This was due to increased METROLINER, Northeast Corridor conventional train and BROADWAY LIMITED ridership. The second and third largest roads, ATSF and BN, both scored increases of over 13%.

AMTRAK REVENUES BY RAILROAD
Third Quarter, 1972 and Third Quarter, 1971

Railroad	1972	1971
ATSF	7,148,060	6,310,606
B&O	51,239	11,233
BN	5,875,986	5,169,556
C&O	334,075	280,399
CM&St.P	1,421,059	1,005,137
GM&O	443,108	345,546
IC	1,345,322	1,710,500
L&N	272,270	260,843
MP	155,219	64,143
PC	21,875,161	18,604,474
RF&P	658,335	755,351
SCL	4,256,517	4,449,002
SP	2,586,369	2,227,335
UP	522,148	266,986
	46,944,868	41,461,111

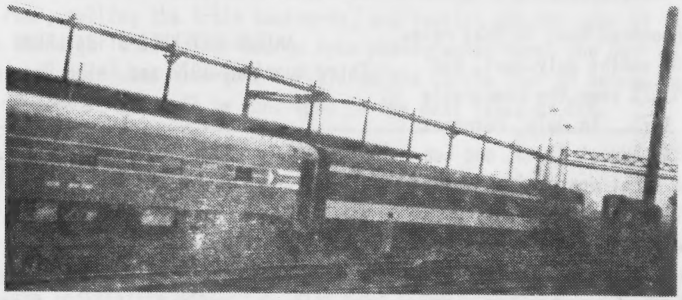
NEW LOCOMOTIVES TO GO ONTO SANTA FE ROUTES

Amtrak placed an $18 million order with General Motors Nov. 2 for 40 new locomotives, to be built by next summer's heavy travel season. This is the first purchase to be made under Amtrak's $147 million capital improvement program authorized by Congress last June. The 3000 horsepower diesels will be built at EMD's La Grange, Illinois plant. They will go into service on the three Santa Fe routes used by Amtrak, replacing 74 1500 horsepower engines now in use.

CAR RENTAL PLAN AVAILABLE FOR AMTRAK PASSENGERS

Effective Nov 1, Amtrak is offering a discount auto rental rate through Airways Rent-A-Car in the West. By showing an Amtrak ticket stub, a passenger may rent Ford-built autos at the rental offices at many Western cities. The latest (Oct. 29) nationwide Amtrak timetable lists the telephone numbers of the rental offices under its passenger station listings. All credit cards except Rail Travel used by Amtrak may be used to rent cars. Amtrak has published a 4-page color brochure describing the service, which may be obtained directly from Amtrak.

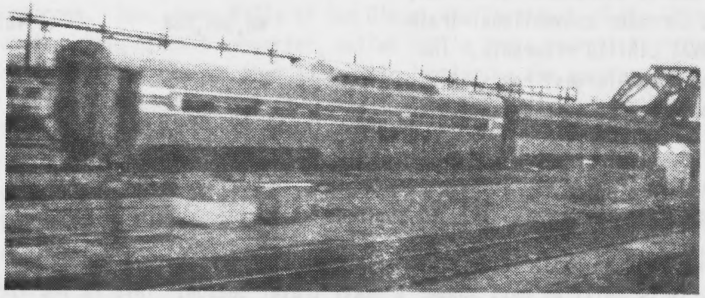
GENERAL MOTORS RIDES CANADIAN NATIONAL ON AMTRAK TO WHITE SULPHUR SPRINGS



What does General Motors do when it wants to send its 700 top executives to an every-three-years conference at the Greenbrier Hotel in White Sulphur Springs, WV? Well, of course, it sends them the safe way--by rail. No hijackings, no slippery highways to endanger these VIPs. And this time they went by Amtrak.

Amtrak managed to put together five General Motors Specials (coded the Brown, White, Yellow, Green, and Grey Trains) originating Nov. 15 in Detroit (2 trains--21 and 20 cars), Flint, New York, and Indianapolis (20 cars each). The all-sleeper consists laid over at Clifton Forge, VA, during the meeting, and left Nov. 19 to carry the execs safely home.

In order to come up with enough equipment, Amtrak had to rent some cars from Canadian National. In the accompanying photos, Amtrak and CN cars are seen joined



in consists being made up in the Chicago yards. The lower photo shows the low-profile dome "Moonlight Dome" and two CN cars. Here is a sample consist (one of the NY trains): baggage, dorm, sleepers 3201 Woodland Stream, 3202 Laurel Stream, 6100 Avon Park, 2236 Magnolia Gardens, 2261 Placid Harbor, 2293 Golden Poppy, 6107 Monticello, 6111 Mt. Vernon, 6101 Hialeah, 2264 Placid Meadows, SP 9402, Royal Court, Royal Palm, L.C. Norris, 4622-4623 twin-unit diner, 2099 Pine Falls, 6520 Boca Grande. Each train carried two lounges and two diners.

And what happened at the conference? According to the Wall Street Journal, Vice President John Z. DeLorean warned the execs that shoddy workmanship and numerous recall campaigns are eroding buyer loyalty to GM products. He hinted that the present internal combustion engine would be obsolete within ten years, with GM changing over to the Wankel rotary engine.

Ten years ago many people thought that the passenger train was already obsolete. But for these highly-paid corporation executives it was as alive as today as they boarded their sleeping cars to Amtrak back home.

Photos by L. Souchong.

East Coast Report

By Steve Farrar

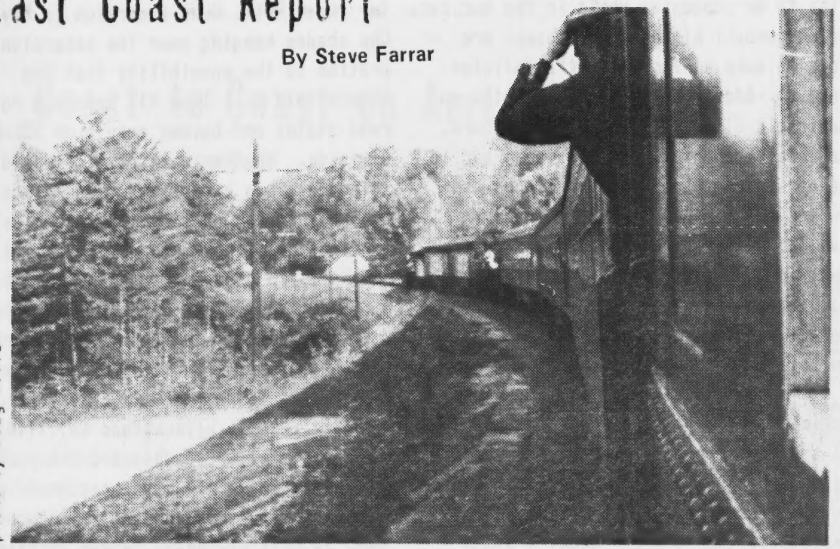


photo by Doug Ellis

RIDING THE AUTUMN LEAVES CANNONBALL

On the invitation of George Weiss of Cannonball Rail Excursions, Augusta, Ga., I recently had the pleasure of riding their AUTUMN LEAVES CANNONBALL on the Clinchfield Railroad. Now that the Georgia RR has ceased running excursions (because a passenger sued over an injury and because excursions made GA's passenger revenue seem high), Cannonball Rail Excursions depends upon Southern and Clinchfield for its existence.

Several Trailways buses brought the passengers up from Augusta the morning of Oct. 14. Additional passengers had arrived Spartanburg on their own. Ready on the yard trackage was Clinchfield No. 1, a 4-6-0 built in the late 19th Century. But the greatest portion of our tractive effort was to be provided by the 2 F7B diesels which had been "MU'd" to the steamer by a special device. Behind the power was an open passenger gondola provided by the Clinchfield and making its first run. Then came CRR cars 101 thru 114 in numerical order (see roster).

The train filled up with over 600 passengers, which is typical of CRR excursions. The Oct. 14 and 15 trips were unusual in that a railfan organization sponsored the operation and sold the tickets. Clinchfield's passenger equipment stays busy on many weekends thru the year, and most trips are sponsored by civic clubs in cities on or near the line.

Soon we were on our way, thru fine autumn scenery, over high trestles and thru curving tunnels that helped us spiral to higher and higher elevations. The track was well-maintained and featured 132-lb. rail. The stations were actually being taken care of, and even the switchstands and derails were freshly painted. If you've had your fill of decrepit railroads, come ride the Clinchfield! Erwin, TN, came all too soon.

I read the humorous information sheet given out on the train. It noted that "The Fat Cat (George Weiss) is considered extremely dangerous. He is afraid of women, allergic to men, and can't stand children. He treats passengers like a Penn Central conductor but

tries to be congenial while in the bar car. The Cannonball kittens (hostesses) are along to make up for the Cat's deficiencies..." Additionally, there are the enthusiastic Clinchfield RR people aboard. The chief mechanical officer tends bar in the bar-lounge, and sons of Clinchfield men are the car hosts. Remember Union News Co., which once served almost every depot in the land? Well, this train had a souvenirs-snack bar operation run by the Augusta Chapter, NRHS, called, of course, the Confederate News Co.

It is unfortunate that CRR No. 1 can handle only a 2-car train without the diesel boosters, because even in the gondola, passengers can never hear the steam engine for the diesel roar. There is a slight possibility that CRR can acquire Steam Tour's ex-Reading 4-8-4 No. 2102, presently being held by the Jersey Central because of failure of Steam Tours to pay for their ROYAL BLUE excursion in May. One shadow hanging over the excursion operation is the possibility that the Clinchfield will lose its separate railroad status and become merely an SCL-L&N division. Whether Jacksonville would tolerate steam excursions, regardless of their financial health, remains to be seen. So ride the Clinchfield while you can.

(Note: To have your name put on the mailing list for all Clinchfield trips, write Mr. John R. Lukianoff, Transportation Assistant, Clinchfield RR, Erwin, Tenn.)

(Late report: Clinchfield No. 1, a booster diesel, 2 coaches and the parlor-observation made a 4-day campaign trip for Sen. Baker of Tennessee, as follows:
Oct. 30 Bristol-Knoxville via Southern
Nov. 1 Knoxville-Chattanooga via Southern
Nov. 2 Chattanooga-Nashville via L&N
Nov. 3 Nashville-Memphis via L&N.)

LETTERS

The British Railways have been a focal point of much attention in recent weeks due to the accidental discovery by one correspondent of the London Times that the British government plans to curtail 50% of the entire network within the next few years. Immediately a bevy of irate citizens expressed their disapproval in the letters-to-the-editor column and the debate is still going on. Naturally, the government's complaint is that many lines are not profitable. They do not mention, however, that, as in the U.S., highways are constructed at government expense and provide competitors with the equivalent of British-Rail's costly track & signalling systems. If British-Rail were given the advantage of such government support, its lines would also be profitable.

I entered England on the Brussels section of the "Night Ferry"--a boat train that is run via Dover & Dunkerque to the English Channel where the sleeping cars are actually placed on board the boat, and then run by rail into the heart of London. I boarded the single sleeper (there are several originating in Paris) which is run by the International Sleeping-Car Co. around 10pm, enjoyed a sound sleep and woke to find myself rocketing thru the green English countryside with just enough time for an excellent breakfast in the British-Rail dining car. There is a remarkably international flavour to the "Night Ferry." You may find, for example, that the gentleman sharing your compartment is a Belgian businessman en route to an important conference in London. Even the porter has a cosmopolitan manner; he undoubtedly speaks several languages! (Does the porter on the WASHINGTONIAN and MONTREALER speak French as well as English?

...There really seems to be an abundance of railfans here and it is a tribute to the British Railways that they are encouraged in their interests! At least they have something to be proud of.

Christopher H. Anderson

Birmingham, England

Coast to Coast on Amtrak

By George Hyko

In which the author takes a ride on the Pennsy, does not pass Go, does not collect two hundred dollars

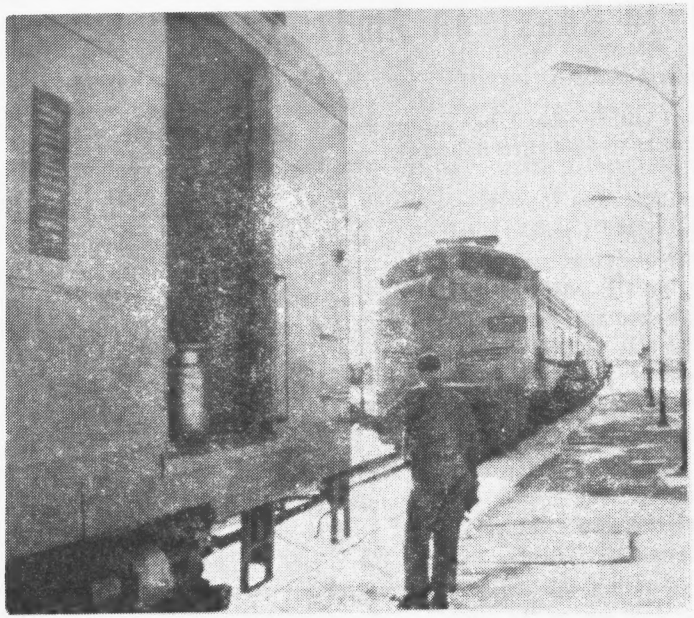
What's happening out on the rails of America in Amtrak's off-season? After nearly 8000 miles of Amtrak riding, covering ten trains with only one duplication, you get a good feel for the quality of the service in this second year of the Amtrak era.

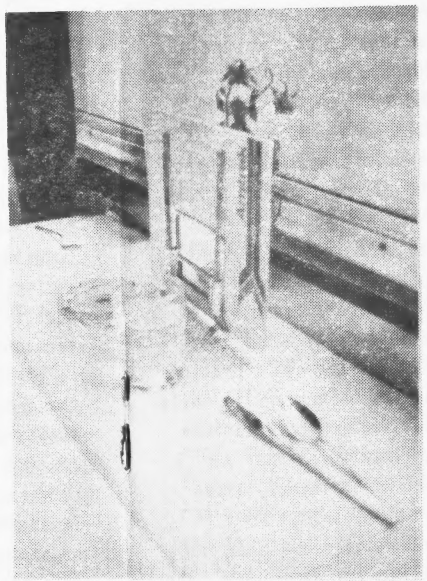
The first obvious observation is that there is no real off-season. Everyone seems to be out traveling, seeing the country regardless of weather or time of year, and trains are sold out well in advance. This was consistently true coast to coast, on both short-haul and long-haul trains, even during the supposedly slow month of November. The one exception was on the SUPER CHIEF just before election day. People were staying home to vote rather than embark on long trips just then. Otherwise, terminals are busy and trains are running at capacity. One feels that if there were more trains going more places and if there were longer consists on those running, that they would be filled too. Time and again passengers told of being informed that their train was sold out some time in advance, and that they just managed to get an accommodation.

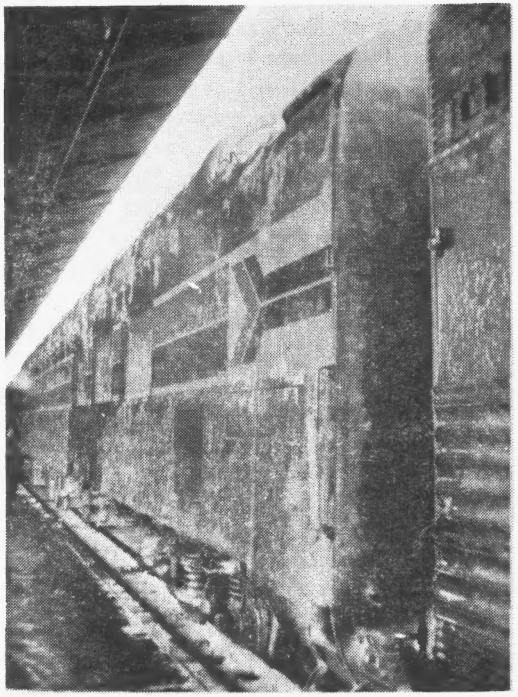
Train travel is definitely coming back--and fast! If you doubt the statistics, you don't doubt your own observations. When you enter a train station now you no longer feel you must slink about like some weirdo who's crazy enough to ride on the rails. People are once more accepting train travel as normal, and even expressing enthusiasm about it. For this we have Amtrak to thank. Things are really better than they were, almost everywhere you go--though obviously we still have a long way to go before passenger train travel has reached the standards found in the other civilized nations of the world. One can enjoy train travel very much right now, and in large part it's the promise that things will get and are getting better that is bringing travelers back to the rails. The problems stick out like sore thumbs, and Amtrak is certainly aware of them, and would no doubt correct them tomorrow if it could.

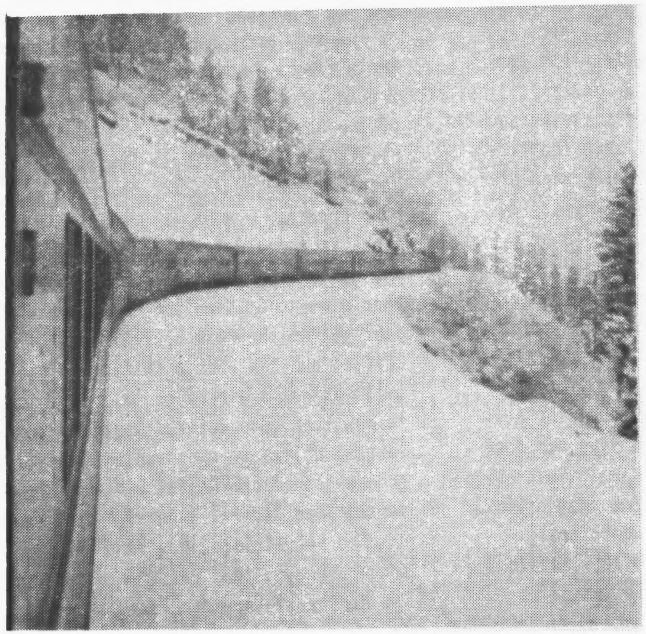
The most noticeable defect of current train travel is the condition of the tracks, especially in the Eastern portion of the nation. For all that Western railfans have criticized Southern Pacific, they must admit that the railroad probably has the smoothest riding track in the country. Union Pacific and Santa Fe are close seconds; maybe UP should even top the list. But brother! Just get on the Penn Central east of Chicago and see what a shaking-up you get! Amtrak's direct route from Chicago to New York, connecting America's two largest cities on a convenient overnight schedule on the BROADWAY LIMITED, deserves some federal funds for immediate roadbed rebuilding. How long will passengers endure that roller-coaster run? The Northeast Corridor likewise has

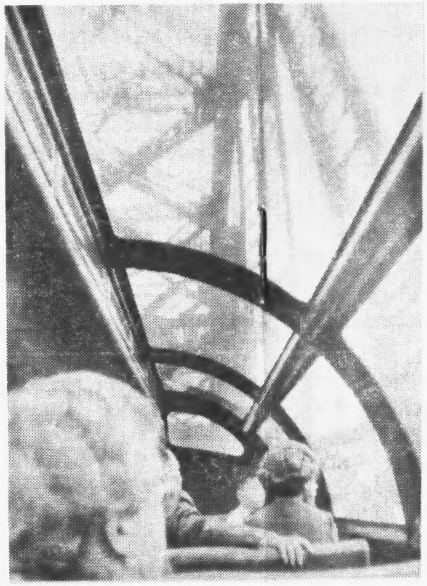
Captions for the photos on the next two pages are found on page 10

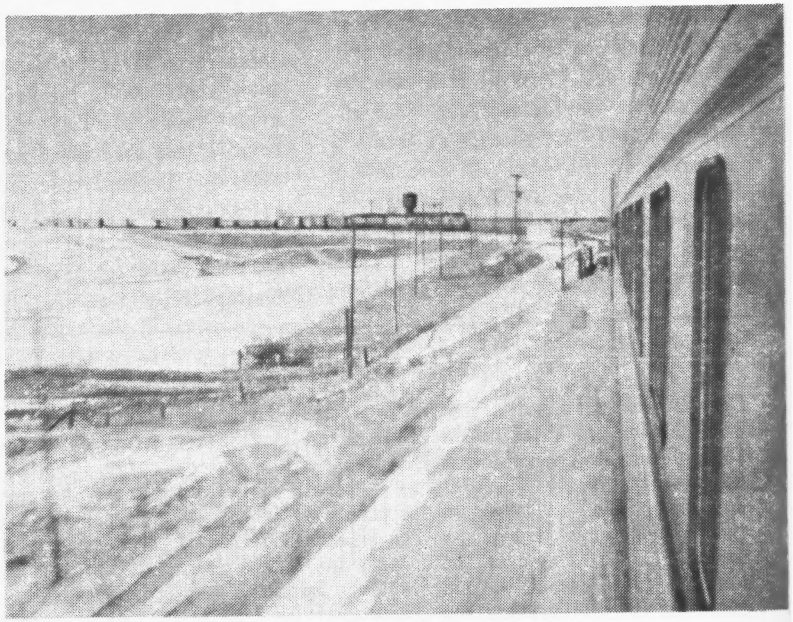


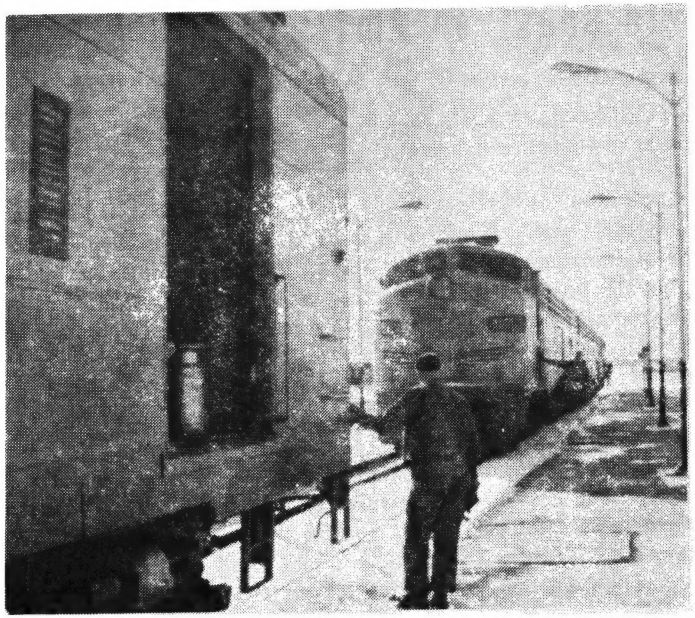


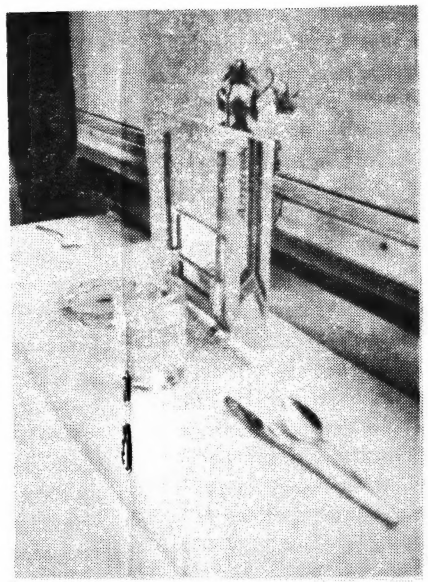


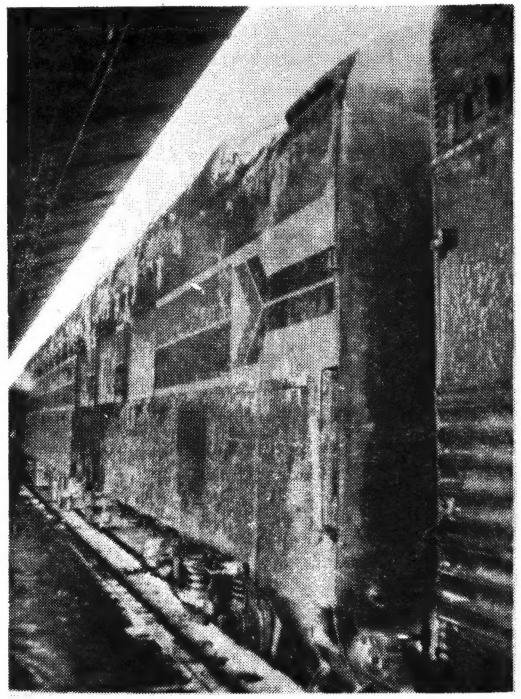


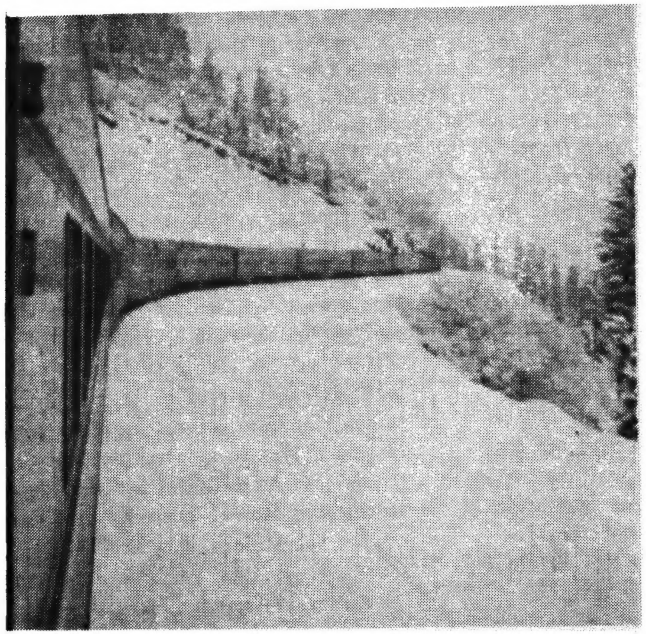


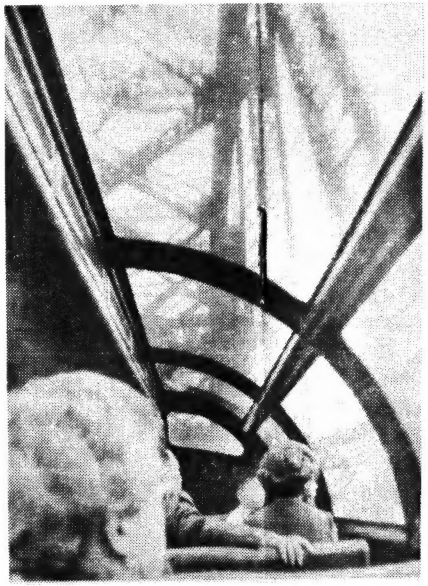


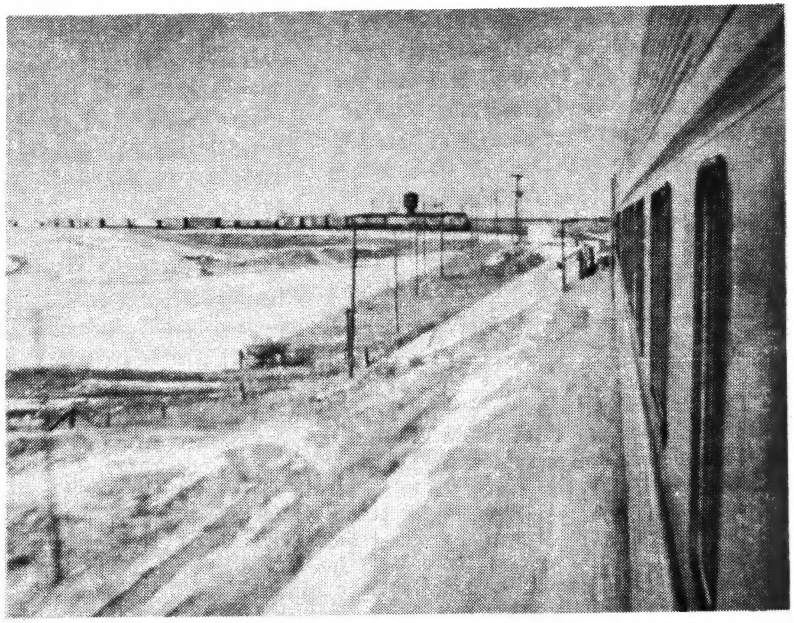












plenty of track that's in rough shape, including the southern segment of the METROLINERS' route.

On our cross-country adventure we didn't set out masochistically to sample the worst of what Amtrak offers. On the contrary, we chose the nation's best trains--as far as they matched our itinerary--, but we suffered many a jar and a jolt even though we avoided the NATIONAL LIMITED, the FLORIDIAN, the ST. CLAIR and WOLVERINE, and such like. NARP is certainly right when it supports the concept of government ownership of the nation's tracks (with railroads paying as they use them). How else will our roadbeds ever be restored to proper condition for handling fast passenger and freight service?

Amtrak's equipment has come in for much criticism. We, however, found very little to criticize this November. Maybe the worst cars were in the shops or sitting dormant in this off-peak season, but we didn't personally encounter any cars with malfunctioning air-conditioning or heating. The cars we rode were comfortable and seemingly well-maintained. Many of them were refurbished to varying degrees. Most of them rode well, and because of Amtrak's gradual placing of the best cars on the rails, the problem of bad track was really highlighted. Sometimes it's hard to tell if your car or the track is to blame for a bad ride. This time we were convinced that the roadbed was causing the riding problems we encountered. Amtrak certainly needs more cars to fill the rapidly-increasing demand for rail travel. But besides capital expenditures for equipment, something will have to be done about much of the country's roadbed and track--and done soon. If we can afford the world's best-engineered highways, we can afford the best tracks too.

The second major defect of current rail travel lies in the personnel working on the trains. There certainly is no airline-like uniformity among these people, and the passenger can't predict whether the next one he meets will smile or snarl at him. Particularly noticeable is the more than occasional surliness of Penn Central employees, especially snack bar attendants. As a group, dining car waiters and sleeping car porters were, in our experience, the friendliest and most helpful. Others were quite variable, and got worse as we progressed eastward. These people still work for the railroads, and apparently there is no effective supervision of their work. While the majority make an effort toward civility, quite a few do not. If and when these people start receiving their paychecks directly from Amtrak and must answer to Amtrak supervisors, things should improve. Right now it's rather an adventure to meet train people, given the lack of uniformity. You see more of the natural disposition of the person emerge. One trouble is, it's frequently brainwashed by years of association with railroads and their faltering management. And the unions are a huge problem too. Much of the blame for the demise of rail travel must fall on them. I only hope that Amtrak fares better than the railroads in dealing with the absurd workrules and other demands of the powerful unions.

Our crossing and re-crossing of America involved ten trains, nine of them different, with little repetition of scenery. Our trains bore old names and new names. They were drawn by every type of engine in Amtrak's repertoire. They offered us coaches, domes, sleeping cars, parlor cars, snack bars, dining cars, and lounges. They gave us good food, drink, newspapers, magazines, radio programs, taped music, telephones, and above all, exciting scenery and interesting companionship. They bore us over track ranging from silky smooth to bone-jarring rough.

We rode the BROADWAY LIMITED (on two occasions), COAST DAYLIGHT, METROLINER, NARRAGANSETT, NIGHT OWL, SAN FRANCISCO ZEPHYR, SUPER CHIEF, TURBO, and VALLEY FORGE. We observed many other trains. We looked through numerous stations. We can report that changes have occurred in the past months.

Our Amtrak odyssey began in San Francisco. The COAST DAYLIGHT from Oakland took us to Los Angeles for a connection with the SUPER CHIEF--or so we expected. The day was an especially brilliant one, with storm clouds just clearing along the Coast Route and rich sunlight pouring down on the wet green valleys and mist-covered hills. Never have I seen the route look prettier. And never have I felt the tracks smoother, I began to realize. Many times I have taken this trip, and--it began to dawn on me--this was the first time I wasn't riding in a rattletrap SP coach. Amtrak had provided a well-maintained Santa Fe legrest coach (Amtrak #4865), nonrefurbished but in good condition with wall-to-wall sound-deadening carpet and a wonderful ride. Hurrah for Amtrak!

The SUPER CHIEF/EL CAPITAN pulls into Chicago Union Station

Besides the coach, there was a very nice diner, a yellow UP car, with real food, not the automat-vended crud we'd put up with for so long. It made one's outlook much brighter. There was also a Santa Fe lounge car, which was fine, but I was a bit disappointed not to have the roundend observation lounge that usually runs on this train. The rest of the train comprised a Santa Fe baggage, SP coach, and another Santa Fe coach. Power was supplied by an SP SDP-45 and an F cab unit facing backwards.

Precisely at 11:38 someone from the diner walked thru the train announcing "Lunch time in the dining room." Passengers started moving in that direction. It was in the diner that I discovered that SP cooks have forgotten how to cook a hamburger properly. There was also a lack of garnishes for it.

1 2 3
4 5 6

Captions for photos on preceding pages (see number key above): (1) At Cheyenne, 3 UP engines are moved to the front of the SF ZEPHYR to continue forward to Ogden (from Denver to Cheyenne they pull the train backwards). (2) A dining table ready for breakfast on the SF ZEPHYR as the train rolls thru a heavy snowstorm. (3) SP dome lounge 3601 at Denver on the ZEPHYR is caked with snow and ice after roaring thru a Nebraska blizzard. (4) The SF ZEPHYR climbs Donner Pass as 31 inches of snow fall. (5) View from the dome as the ZEPHYR crosses the big railroad bridge over San Pablo Bay on the last leg into Oakland. (6) On UP tracks somewhere between Denver and Cheyenne the ZEPHYR meets an impressive freight tearing across the icy, snow-streaked landscape. All photos by the author.

Everything was going so nicely that something just had to go wrong. At 12:35 we ground to an unplanned halt in the middle of the Salinas Valley. An SP pickup truck rushed up and the driver ran over toward the train. Momentarily he left, leaving us wondering what was up. Seven minutes later we began moving. I saw then that we were just out of San Ardo. We moved slowly for 8 minutes and stopped at San Ardo. In four minutes we were again underway. To shorten a long story, it went like this thru much of the Salinas Valley and all thru the Santa Lucia Mountains until we finally hit San Luis Obispo. The signal system had gone out--someone said the rains had shorted it--and every light we hit was red. Each time the engineer had to phone ahead for permission to enter the next signal block. Needless to say, this situation played havoc with our schedule. We were one hour, ten minutes late by the time we reached Oxnard, despite much hurrying along the coastline scenery.

An Amtrak Passenger Service Representative was aboard, and she tried to determine what was wrong in order to inform passengers. She went to everyone who was transferring to the SUPER at L.A. and explained that they would probably be bused from Glendale to Pasadena to avoid delaying the Santa Fe flagship too much. This is exactly what happened. We missed L.A. entirely and found ourselves flying on a 7:47 Amtrak-logoed bus along a smog-choked freeway out to Pasadena.

At about 8:12 the SUPER/EL CAP roared in with F-unit horns blaring. We boarded and took our bedroom in Indian Maid, happy to find ourselves in capable Santa Fe hands.

I'll not describe the consist of the train, since it was the usual lovable set of well-maintained Santa Fe cars--except for a Santa Fe coach and SP sleeper 9022 on the rear, for the L.A.-N.Y. thru service via Kansas City.

Where would Amtrak be without Santa Fe? It would have precious little to brag about in its long-distance category. The SUPER CHIEF is without a doubt the best train in the country. I'm sorry to say, though, that there are signs of deterioration. The food is not up to snuff. You can probably thank Amtrak for that, since the crews must use the BN commissary instead of the former Santa Fe one (for a while they were using Penn Central!). The famous chinaware of the SUPER is slowly

Amtrak's remodeled portion of Chicago Union Station is pleasantly modern and usable.

disappearing, and some substitutions were obvious. But these are small matters to all but the rail connoisseur. The crews are still the best around, and you feel pampered on that train.

One improvement Amtrak could probably make quite easily and inexpensively: DO SOMETHING ABOUT THE MUSIC SYSTEM ON THE SUPER CHIEF! Music is great on a train. However, the music on that train is absolutely horrendous. Each room has a choice of "popular," "classical," and "radio program." I punched the classical button, hoping against hope for some Bach. No such thing. I pressed the popular, expecting maybe the Beatles. I was disappointed. There is no difference between the two, and both are awful, and play with a decided waver as well.

Not enough is said about the fantastic scenery along the Santa Fe route. It's an extremely photogenic area, and in my opinion the red Amtrak stripes added to the train exterior provided a neatly brilliant accent--in keeping with the reds of the countryside--that add interest to my color slides.

Our Chicago arrival was 22 minutes late. But no sweat--our next train was due out at 4pm. (We were detained at the last minute when we stopped to let the 20-minute late-running northbound ABE LINCOLN in ahead of us.)

The BROADWAY LIMITED was a nice-looking train--mostly refurbished cars. We were in our room in ex-UP sleeper Pacific Shore at 4:10 when the Penn Central clown in the cab jerked the train to a start--the only late-leaving train in our 8000 miles.

The BROADWAY is a very interesting vehicle. It has a great deal of visual attractiveness, from the red-white-and-blue linens and chairs of the twin-unit diners to the Sony color TVs in the lounges. A square-end rear observation runs on each train and is hauled off at Harrisburg to go with the section to Washington. But we were heading for New York--hopefully, if the train would remain on the tracks.

The roller-coaster ride of the BROADWAY's route is so bad it's almost good. And to add to the effect, the Penn Central idiots that pilot the train must not be able to tell a freight from a passenger train. Hogs you can jerk around, but it is customary to handle people trains more smoothly. I am quite accustomed to maintaining my balance on moving trains, and I fancy myself an agile person. But for the first time in my memory I was actually knocked over when the train started off with a huge jerk from some station stop. I was standing in the bedroom and knocked my head against the metal of the upper berth. Someone said in jest that the carpeting on the walls of the refurbished cars is to soften the blows of riders being tossed to and fro. It was no jest, I learned.

All night long the train tossed and bounced, so that sleep was almost impossible. I was reminded of the words of John Burroughs, who in 1875 compared American and English trains in "An October Abroad": "It is characteristic of the English prudence and plain dealing, that they put so little on the cars and so much on the road, while the reverse process is equally characteristic of American enterprise. Our railway system no doubt has certain advantages, or rather conveniences, over the English but, for my part, I had rather ride smoothly, swiftly, and safely in a luggage van than be jerked and jolted to destruction in the velvet and veneering of our palace cars."

There we were in our Amtrak-refurbished cars, bouncing and bumping over Burroughs' "beggarly, clap-trap roads." Does Amtrak want to shake some of its best cars to pieces running them like this? Our Pacific Shore was never designed to travel in such a manner, and it complained by emitting loud noises into the Midwestern night. Each time we hit a particularly large bump (on the average about every 5 minutes), a sound not unlike someone striking the undersides with a sledge hammer would be heard and felt. The car must have been bottoming on its suspension system.

On our later return trip on the BROADWAY it was the same story. By chance we rode the same car, and lost even more sleep. Having dozed once, I was rudely awakened in the wee hours by a feeling that we had left the tracks and were bouncing over the Ohio landscape. I lay there trying to analyze all the various movements the car was making. It seemed to be moving in every possible direction. Unable to sleep, I mentally composed nasty letters to Roger Lewis, while all the time the train seemed

to be leaping off the tracks and somehow managing to come down in the right place.

The diner is the center of attraction of the BROADWAY. We were recommended the roast rib eye of beef, and found it excellent. On our first trip we ordered red wine (the choice is red, white, and rosé), but there was none (and we'd just left Chicago where the commissary is located!). On the return we tried again and were given a New York State wine that tasted exactly like Welch's grape juice. I have nothing against Welch's grape juice, but at $2 a bottle it is no substitute for table wine. The BROADWAY needs some good California wines in its pantry.

The conclusion of this article will appear in the next issue.

QUOTES OF THE WEEK***

"Amtrak has been an experiment for America in the truest sense. Nothing like it has ever been done, especially on so large a scale. We think it important, consequently, that the American public understand fully that, through hard work, good management, foresight and investment, Amtrak is succeeding."

--Cincinnati Enquirer editorial, Oct. 22

"If Cincinnati's new railroad terminal turns out to be the wave of the future, the wave will not be big enough to knock over a piece of balsa wood on a windless day."

--Gene Berg in N.Y. Times, Nov. 19

"...the Montrealer disproved that cliche about the romantic clickety-clack of steel wheels on steel rails, the seductive, sleep-inducing clickety-clack that is so often described as the great joy of rail travel. Stuff and nonsense! Balanced train wheels rolling on well-ballasted welded rail (such as constitutes main passenger routes in Europe) may lull you to sleep, but insomnia is guaranteed when those wheels click and bounce over Penn Central-bankrupt New Haven tracks..."

--Paul Friedlander in N.Y. Times, Oct. 29

SLIP OF THE MONTH CLUB***

"...Amtrak has taken the best available rolling stock from the private rail companies and is currently engaged in making the cars and locomotives even better. By next summer's peak travel season, almost 10 cars will have been completely refurbished..."

--Cincinnati Enquirer editorial, Oct. 22

(Let's not work too fast at this thing now.)

"And until airport security around the country gets a little tighter, I think I'll just sit back and relax on MATRAK trains. They may be off schedule, but they get where they're supposed to go."

--George Robeson in Long Beach Independent, Press-Telegram, Nov. 14

(Another division of Ma Bell, no doubt.)

Mixed Train of Thoughts

NARP, IN a special report to its Southern members this month, called upon Southern Railway to join Amtrak next year. (March, 1973 is the date for non-Amtrak roads to enter the fold if they wish.) However, Southern announced (see Washington Star-News, Nov. 10) that it will not join Amtrak. SR President W. Graham Claytor said their passenger traffic increased last summer along with Amtrak's, and that SR is losing $4-5 million a year on passengers, but that this loss could be cut if ridership continues to increase. He said SR will participate with Amtrak in its coming computerized reservation system..... KRATVILLE'S AUTOLINER Corp. car 200, "Auto Haven," an ex-C&NW coach converted with end doors to carry an automobile and now painted in Amtrak colors, made a test run on the SAN FRANCISCO ZEPHYR/DENVER ZEPHYR in mid-October. The car was switched out, parked and unloaded (ramp put down, auto driven out) at Denver, and the procedure was timed. The car then proceeded west to Oakland..... ANGINA VICTIMS had better stay away from smog-filled freeways, reports the NY Times (front page, Nov. 19), summarizing a medical study just published. L.A. freeway smog adversely affected patients with heart pains; and normal people evidently suffer too, though it's harder to document the effects. They'll show up in time, apparently. Carbon monoxide is one of the principal poisons from auto exhaust that are involved..... "LET'S MAKE driving a good thing again" is a new Allstate Insurance motto--an admission that it's gone to pot. One way is to get more people on the rails, since we just can't take more freeways.....

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AMTRAK'S NATIONWIDE timetable for Oct. 29, featuring a cover photo of an EL CAPITAN high-level lounge, is out and praised by many as the best yet. Only 75,000 have been printed, though. One innovation is showing which Amtrak stations handle checked baggage..... IF DINING car people sometimes look sad, it's not because they have little business (author George Hyko found tremendous diner business on his trip), it may be because they must constantly face Amtrak's food and equipment requisition form NRPC 85, with its many typographical errors. At the very top, in large type is "DRAIN NO." (that's "train no."). Then they can order such things as "cnadles" for their "rantry" (that's pantry). Little things mean a lot, and this sloppy form must give the impression that Amtrak doesn't care about how their "drains" are run..... AMTRAK'S WESTERN operations have had two unfortunate setbacks. Regional Manager Bob Edgar resigned because of low pay, and shortly after, a story broke in Southern California newspapers about Dave Rosier's wife (he is regional Sales Manager and presumably in line for promotion). Papers reported his wife was arrested on suspicion of attempting to have him murdered to collect his $250,000 life insurance..... GRAND TRUNK Western officials report Amtrak has made no serious inquiry about rerouting the Chicago-Detroit trains over their lines..... ILLINOIS CENTRAL Gulf RR did a reconstruction of that tragic Chicago commuter train crash (see last issue--the final count was 44 killed), to try to determine who or what was at fault..... NOW THAT we have Richard Nixon to kick around for four more years, you will be happy to note that he signed the Amtrak supplemental appropriations bill for the $9.1 million for service to Mexico, Bakersfield, and other experimental places.....